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Hongkong Daily Press.

ESTABLISHED 1857.

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MADEIRA
Per Doz. ... \$24.00
INVALUABLE DURING CHANGE
OF SEASONS.
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No. 13,626 號陸十式百陸千壹萬第 日肆初月十年柒十二純光 HONGKONG, THURSDAY, NOVEMBER 14TH, 1901. 肆拜禮 號肆十月壹十年壹零百九千壹英港香 PRICE, \$2 PER MONTH

CHAMPAGNE

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8.00 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 10 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 10 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 10 minutes.

1.30 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 2.30 p.m. Every 10 minutes.

2.30 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.30 p.m. Every 10 minutes.

3.30 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 4.30 p.m. Every 10 minutes.

4.30 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 5.30 p.m. Every 10 minutes.

5.30 p.m. to 6.00 p.m. Every 10 minutes.

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SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

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Distinguished by 4 Stars on the label.

Another fine COGNAC, \$16.75 per doz.

Less old than the above.

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THE "PALL MALL,"

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Price 50 Cents and \$1.

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INSPECTION IS SOLICITED.

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WITH ALL REQUISITES.

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"KIM OF THE RISHTI."

BEAUTIFULLY ILLUSTRATED.

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A LARGE ASSORTMENT

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CHRISTMAS CARDS.

ALL THE NEWEST DESIGNS.

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Established 1719.

CHAMPAGNE GROWERS AND

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Ship only the Finest Quality

Extra Dry (Green Seal)

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Care of ROBINSON PIANO CO.

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Hongkong, 12th February, 1901.

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A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

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Electric Lighting in the Billiard Rooms.

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Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

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WINE AND SPIRIT MERCHANTS.

SCOTCH
WHISKY.WATSON'S
VERY OLD LIQUEUR.

SCOTCH WHISKY.

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BLEND.

Produced by Connoisseurs to be the
BEST BRAND in the FAR EAST.

Per Dozen \$15.00

The following Blends are also recom-
mended, and are unsurpassed in quality:—

- Per doz.
- A.—THORNE'S BLEND... \$10.80
- B.—GLENOROHY, MELLOW BLEND, a fine 'Soda' WHISKY of great age ... 10.80
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sent before 11 a.m. on day of publication. After
that hour the supply is limited. Only supplied for
Cash.Telephone Address: Press, A.B.C. Code.
P.O. Box, 38. Telephone No. 12.BIRTH.
On the 20th October, at "Doves' Nest,"
Kueiching, the wife of Jos. P. KUTNER, Govern-
ment Accountant, of a daughter.MARRIAGE.
On the 2nd November, at the Presbyterian
Church, Penang, by the Rev. J. S. McNight,
M.A., Graceanna Myra, twin daughter of George T.
Myra, Gas Manager, into of Brody Ferry, to
James Cook, Marine Engineer, eldest son of the
late Capt. Thomas Cook, of Taysport, Fifeshire.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.
HONGKONG: 181, FLEET STREET, E.C.

HONGKONG, 14th November, 1901.

Our readers have been aware for some time now that the French Government has had in contemplation the establishment of a naval and military sanitarium at Macao, and that with this object in view negotiations were entered into for the acquisition of the well-known Boa Vista Hotel in that Colony. We were enabled recently to state that the arrangements for the transfer of the Hotel property were all but completed. It turns out now that the last step in the negotiations is not to be taken after all. Exercising the prerogative which the local Government enjoys by statutory powers, H. E. Senhor Horta e Costa, Governor of Macao, with the advice of his Council, has determined that it is in the interests of the Colony that the Boa Vista Hotel should be expropriated, and the arrangements for the transfer accordingly fall through. Our Portuguese contemporary *O Porvir* in its last number but one foreshadowed this result, but it is from information received by us yesterday that we are able to be the first to announce definitely the determination of the Macao authorities. That the Portuguese community will hail the news with satisfaction we entertain no doubt. The action of H. E. the Governor of Macao is not without a precedent. Whatever reasons may be urged by French colonial expansionists against his decision, the story of the cancelled purchase of the celebrated "Camoes Grotto" may be pointed to as a previous

case of such interference by the Government of Macao. When the sale of that celebrated spot to the Missions Etrangères was on the point of completion, the Portuguese authorities stepped in, yielding to the pressure of public opinion, and saved from passing into the hands of a foreign, though religious, corporation a place so bound up with the life of the great Portuguese epic poet. There are, of course, no sentimental reasons connected with the Hotel property now in question, but the official intervention of Senhor Horta e Costa will nevertheless commend itself. As we have said before, apart from its significance with regard to French activity in Southern China, the political aspects of the transfer to France of the Hotel need not have troubled Hongkong. We imagine, however, that a feeling of relief will be experienced alike in official and unofficial circles here that M. Doumer's scheme has proved abortive.

The only case of communicable disease reported in the Colony last week was one of enteric fever, the sufferer being a Japanese.

Le Courrier d'Haiphong, quoting from some Parisian organ for disseminating anti-British efforts of mendacity, speaks of the destruction of Boer farms and houses as "vandalism." We always understood that this term referred to destruction of works of art, and we have yet to learn of any art enjoying Boer patronage, unless it be the art of which Dr. Leyds is so great an exponent.

The Japanese Government disbursements entailed by the North China affairs during the past fiscal year amounted to 22,815,910 yen, of which 20,000,000 yen are stated to have been defrayed from the naval construction fund, which has been transferred to the accounts of the extraordinary revenue. Therefore, the payment actually made from the ordinary annual income amounts to 2,815,910 yen.

The reorganisation of the Taiwan (Formosa) Government has been approved by the Japanese Emperor, and an official notice to this effect will be promulgated shortly. The existing three prefectural government offices are to be abolished and the whole of Formosa will be governed by the Governor-General's Office. The police administration is to be conducted by the Inspector-General of Police, who is to be appointed by the Governor-General. The reform is based upon the policy of Central administration.

On Saturday morning last the British troops, the Navy, and the Volunteers assembled at H.B.M.'s Consulate, Shanghai, and fired a *feu de joie* in honour of the birthday anniversary of H.M. King Edward VII.; but owing to a telegram having been received from the British headquarters at Tientsin, the display was confined to the salute. The firemen proposed having a touchlight procession on Saturday night, but the idea had to be abandoned, owing partly to the telegram above referred to and to shortage of time to make arrangements.

In connection with the recent Hongkong and Shanghai Bank robbery at Singapore, news comes from Penang that a Kling from Singapore, named Vaitilingam, is now staying there on his way to India, having earned the reward of \$10,000 offered by the Bank for giving the first information which led to the discovery of some of the men implicated in the robbery. Vaitilingam used to keep a small native dispensary in Manila Street, Singapore. According to the *Penang Gazette*, he has invested \$4,000 in some property in Penang, and is taking the balance with him to use similarly in India.

An important Notice to Mariners has been issued by the Russian naval authorities at Port Arthur, which indicates the discovery of a dangerous reef in the approaches to Pitsawo, Kwangtung Peninsula, China Sea. From Cape Terminal the rock bears N. 57 deg. E. true, distant 2 miles, and is in latitude 39 deg. 10 min. 28 sec. north and longitude 122 deg. 12 min. 8 sec. east; it lies on the continuation of a line joining Cape Terminal and Triple Island. The rock is about 12 feet in diameter, and so steep that at a distance of from 30 to 40 feet from it there is a depth of over 5 fathoms, which rapidly increases to 8 and 9 fathoms.

Mr. Dupuy, head of the Laboratory of Public Works at Hanoi, had been officially commissioned to inspect certain asbestos deposits which had been reported to exist at Cao-Bang. Although the search has been only superficial, it is stated that the results are very promising. The report states that it was not possible to ascertain exactly the commercial value of the asbestos or the quality all throughout, as without explosives the minerals could not be loosened sufficiently. The report adds that there is no doubt that a more thorough study of the region would lead to more satisfactory results. The geological service of Indo-China has been instructed to take the matter up thoroughly.

Two Frenchmen were arrested in Singapore on the 1st inst. under peculiar circumstances. They were military convicts, being taken home from China to France on the transport *Cocher*. They had been sentenced to ten years for pillaging in gang near Tientsin. They had captured a horse when arrested. When they arrived at Singapore they determined to make a break for freedom, and accordingly they managed to squeeze through a port-hole, but were apprehended when swimming away. The French officers desired to re-arrest the men at once; but Singapore being a British port, and the men being picked up by British police, the French had no power to do so. It devolved upon Count d'Abbeas, the French Consul, to apply for extradition in the usual way, and also to find clothes for his shivering captives. The men were remanded pending the arrival from China of the necessary papers.

The Singapore A.D.C. has been performing *Charley's Aunt*.

M. Gobert, President of the Tonkin Chamber of Agriculture, is dead.

The French province of Ban-Mouang in the Lower Laos is in future to be known as Bassac.

The 25 Co. R.A., which has just gone from Hongkong to Singapore, was badly beaten at football on the 5th inst. by the Singapore Club, who scored 5 goals to nil. The Artillery-men were said, however, to be out of practice.

The Singapore Municipal Loan of \$1,000,000 at 5 per cent. has been over-subscribed by about 44 per cent., and allotments have been made of the full loan at rates varying from 1 1/2 per cent. to 4 1/2 per cent. premium.

Japan has for some time been seeking to obtain from Korea a special settlement at Chappaek near Masampo. The Korean Government made the desired concession officially on the 29th of October. The area granted covers nine hundred thousand *kyoku* (750 acres), and is the land recently surveyed and pegged out by a Russian man-of-war. Any parts owned by Korean subjects are to be purchased within a year. Japan is to have the policing of the new settlement.

A Berlin telegram of the 6th inst. to the *Ostasiatische Lloyd* says:—"The British Press is making advances in an extraordinary way to Russia. The papers are hinting that if Russia would comply with the wishes of Great Britain, England would not object to Russia taking Manchuria, and Japan Korea. In this case Great Britain would demand as a compensation the acknowledgment of her claims in the Yangtze Valley. The British propositions are very adversely criticised by the Russian and the German Press, who both are giving expression to the views held by the official circles of their respective countries." Strange that we have heard so little of these "advances."

The possibilities of the Great Lake, which is partly Siamese and partly Cambodian, is the subject of an official report by the Resident of Phnompenh. It is estimated that 250,000 piculs of fish are taken from the lake every year, and a large proportion of that total is exported to Singapore and Hongkong. The fishermen complain that the number of fish is diminishing, but fifty years ago the total catch was only from 30,000 to 40,000 piculs a year. The number of people engaged in fishing has of course increased very largely, but there seems to be nothing to bear out the fishermen's contention that the supply is decreasing. About a tenth of the catch comes from the Siamese waters. A certain quantity of oil is extracted from the fish at present; but the Resident of Phnompenh is of opinion that there is an excellent opening for the establishment of a large industry in the extraction of oil. If modern methods are adopted, and sufficient capital is invested, he thinks there would be a very large return.

The British North Borneo *Herald* states that the approval of Sir Frank Swettenham has been given to the arrangement made by the Governor of British North Borneo with the Sultan of Brunei for the acquisition of territory between the watershed of the Trusan. The tract of country situated between Brunei and R. N. Borneo and known as "independent territory" has for long been a nightmare to the Government of North Borneo, whose criminals could harbour safely there. So long as they chose to remain in this independent territory the Government was powerless to touch them. For this reason alone a very clear case existed for arguing the necessity of taking over the territory, but another very important justification of that course lay in the smuggling of arms, which in the absence of law and order was not only permissible but was encouraged to a very large extent. The Sultan will be allowed by the R. N. B. Company a yearly amount ascession money. As far as the negotiations have yet proceeded, the districts of Mongalong and Marantapan, Pannang, and certain smaller rivers have now passed into the Company's hands, and the Government is in treaty for other country, but it is doubtful whether the Pannang of Lawas will surrender his sovereign rights, the condition alone under which the Company can occupy or collect revenue from that river.

For some time after 1893, says the *Bangkok Times*, much indignation was expressed against the French for insisting that a 25 kilometre zone on the right bank of the Mekong must be maintained as a no-man's land. The right bank remained Siamese territory, of course, but Siam was prohibited from having any armed force, regular or irregular, there, as also from constructing any fortified post or military establishment within that zone. It was argued that this would make the zone a haunt of bandits and other bad characters, who would be beyond control, and who would cause further trouble between the two Administrations. There may be a certain amount of truth in that, but we fancy that the strongest objection to the Article is that it is needlessly irritating, and serves no good purpose. The French certainly do not seem to gain much benefit from the arrangement, for it is somewhat amusing to find that the very person who from the safety of that zone is supplying their own revolted tribes with arms and ammunition is a Frenchman. He was formerly in the employment of the Messageries Fluviales, on the Mekong, and he is now settled down in the Siamese Siam, doing a good business. The rifle he sells is from Saint-Etienne (a transformed *Gras*). The *Saigon Opinion* says: "Unhappily as he has settled in the neutral zone the authorities are unable to exercise any control over him. He knows it, and enjoys the situation."

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE WAR IN SOUTH AFRICA.

London, 12th November, 1.50 p.m.

KRUGER'S NEW TERMS.

Dr. Leyds is in Berlin. Mr. Kruger's alleged terms for Great Britain's acceptance are:—Home Rule for the Boers, guaranteed by France and Russia, under the Africaner Flag, and a cession of the Rand to Britain as the Boer indemnity.

CORRECTION.

London, 12th November, 10.15 a.m.

FRANCE AND TURKEY.

It is stated by the *Aurore* (Paris) that the French squadron left Mitylene owing to Russia's objection to the claim of France to defend the Armenians.

REUTER'S SERVICE.

London, 11th November.

THE NEWSPAPERS AND LORD SALISBURY.

The newspapers generally are disappointed with Lord Salisbury's speech, which contained no indication of the display of greater vigour in hastening the end of the war in South Africa, thus leaving still unremoved the feeling that the Government now does not realise the nature of the task.

London, 10th November.

THE GUNNERY ACCIDENT ON THE "ROYAL SOVEREIGN."

The gunnery accident on the *Royal Sovereign* occurred with one of the six-inch guns. It is believed that a smouldering remnant from a previous misfire ignited a cartridge, as the explosion occurred before the breech was closed. Captain Humphry W. Sparway, R.M.A., and five men were killed, and nineteen men wounded, including Commander Sir Robert R. Arbuthnot, Bart.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE WATER SUPPLY.

TO THE EDITOR OF THE "DAILY PRESS."

13th November.
SIR,—A notice from the Water Authority appeared in the papers a few days ago stating that the water supply south of Robinson Road would be limited to two hours only, viz., from 6 to 8 a.m.

As a matter of fact the residents of Dellicoe Terrace, with only a few exceptions, have not had a drop of water since Monday morning, much to their annoyance and discomfort. Bathing is out of the question, but when water for drinking and cooking is not obtainable it becomes a serious matter. Undoubtedly there must be some mismanagement on the part of the Water Authorities in this important matter of water-supply, which should be rectified at once. In some parts you get a full supply of water for two or three hours and in other parts you get not a drop. Of course it is necessary to curtail the supply if there is a scarcity of water, but to be entirely deprived of it is not only unjust but a discredit to those whose business it is to regulate the supply of this indispensable commodity.

Trusting the publication of this letter will ameliorate matters, and thanking you for the insertion of the same in your next issue—Yours, etc.,

A SUFFERER.

SAILORS AND RICKSHA-COOLIES.

TO THE EDITOR OF THE "DAILY PRESS."

13th November.

SIR,—I was particularly struck to-day by a letter which appeared in your paper, written by Mr. Bone, the Wesleyan chaplain, in which he alleged that "Jack ashore" is systematically "floated" by the ricksha-coolies. Now, we all know that our ricksha-coolies of Hongkong are not a lovable object, as the numerous letters and complaints in the Press testify, but I should like to add my experiences to that of others and would venture to say a word in favour of that much abused individual.

I may say I have repeatedly seen bluejackets, drunk and sober, who, after being trundled around in a ricksha for the greater part of an afternoon, get out and walk away, totally ignoring the coolie and his demands for payment. Such treatment of coolies is to be deprecated by men who call themselves "white." And let me tell Mr. Bone for his information that this "robbing" of coolies is carried on far more than the "flooding" of bluejackets.

If the people sometimes tries to make a good thing out of a man's bluejacket he is only paying back old scores. Jack ashore, as we know him, is not a "shining light" any more than that much abused person the ricksha coolie. Enclosing my card—Yours, etc.,

ONE WHO KNOWS.

OPENING OF THE QUEEN'S HOTEL.

A large company assembled to dinner yesterday evening, on the invitation of Mr. H. Buttonjee, to celebrate the opening of the new Queen's Hotel, Kowloon. Situated within easy walking distance of the ferry, the hotel is a handsome, four-storied building with an imposing, ornamental frontage looking over an expanse of varied scenery. At the immediate right of the entrance, on the ground floor, is the dining-room—a large, airy apartment with a delightfully cool mosaic-tiled floor, and coloured-glass windows through which the softened light makes fantastic patterns within. The dining-room, which is very tastefully furnished, is capable of seating about a hundred guests. On the opposite side of the hall are the bar and billiard-rooms, separated by a luxurious curtain hanging from ceiling to floor. The structural features here are similar to those in the dining-room—tiled floor, coloured windows, and bright-looking walls, upon which hang numerous pictures. Everything in the billiard-room, of course, is new, and the billiard table looks so inviting and smooth as to make even the roughest embryo feel that cannons on such a beautiful surface with such cues, would be the simplest matter in the world—easy as rolling off the proverbial log. The table has been supplied by Tinsley & Company, Ltd., of London, to whom Mr. Buttonjee has called instructions to send out another table. The cost of both will amount to a little over \$2,500. A corner of the billiard-room is to be set apart for a table upon which will be found all the latest European and American papers. Off the billiard-room, to the back, is the lavatory—a model of cleanliness and flushed by an automatic sliding tank. Upstairs, on the first floor, is the drawing-room for guests, at whose disposal a piano is to be placed.

This apartment is furnished in the Chesterfield style, with a handsome, diamond-square Brussels carpet covering the floor. Like all the other rooms in the hotel, it is fitted with an electric bell—two, as a matter of fact—and has incandescent gas-burners. Whilst on the matter of lighting, it is worthy of note that the large lamp over the entrance to the hotel sheds a sixty-candle power incandescent light. There are twelve rooms on each of the first, second, and third floors, making thirty-six rooms in all, and each room has cost between three and four hundred dollars to fit up and furnish. The kitchen, which cost \$1,000 to construct, has a large American range where food for 150 people can be cooked. At one end is a great boiler capable of heating in a few minutes its four hundred gallons of water for the supply of the bath-rooms, one of which is attached to each room; all the bath-rooms are supplied with Shanghai baths.

A large room is reserved on the second floor for the accommodation of private dinner and wedding parties, and for the holding of meetings, dances, etc. The view from the second and third floors is splendid, but nothing in comparison to that from the terrace on the roof of the hotel, whence on every side a beautiful panorama is spread. That Mr. Buttonjee has spared neither trouble nor money on his hotel is shown by the fact that he personally superintended its building and has spent upon it nearly \$120,000, \$30,000 of which has gone in the purchase of a large piece of ground at the back, to be converted later into a garden and tennis-court. Everything in the hotel is up to date. There are three cooks—an Indian, a Parsee, and a Chinese—besides their assistants; most of the wine has been imported from home; and Mr. Buttonjee and his capable manager, Mr. F. Bishop, a former purser on the Pacific boats, have contracted for the supply of fresh American and Australian provisions by almost every steamer.

The opening dinner last night was a most successful affair. The *fit* on the Oriskany Ground did not prevent a large number of guests from assembling to wish Mr. Buttonjee every success in his new enterprise and to partake of the most excellent fare provided for him to welcome them. After dinner a number of speeches were made, and the toast of Mr. Buttonjee himself and the new hotel were drunk with great enthusiasm. The Queen's Hotel started with every promise of a most prosperous career.

VLADIVOSTOCK.

[FROM OUR CORRESPONDENT.]

Vladivostock, 31st October.

M. ROMANOFF'S VISIT.

This morning's edition of the *Vostoksky Vestnik* states that the Deputy Minister of Finance leaves to-day for Japan, going from here by the Chinese Eastern Railway's *ss. Nippon*. He will first stop at Nagasaki, whence, after spending one day, he proceeds to Kobe and Yokohama. His stay in Japan will last eight days, after which he will sail by the same steamer for Shanghai, where he expects to remain a few days. The purpose of his visit to Shanghai is to arrange the location for a Russian settlement, and also to examine the possibility of establishing regular voyages of the Chinese Eastern Railway's steamers to ports in China, and to arrange for constant cargoes for the same. From Shanghai, M. Romanoff will go to Port Arthur and Dalny, abandoning his previous intention of visiting Corea.

The journey of the Minister to Port Arthur and Dalny will not exceed one week, during which time he expects to be able to acquaint himself with the needs of the latter places in the way of commercial, harbour, and other improvements. From Port Arthur he will proceed to Khabarovsk, going by the Chinese Eastern Railway, and will remain there over two weeks, inspecting the railroad and examining accounts. This accomplished, he will leave direct for St. Petersburg, where he expects to arrive about the end of December.

Mr. Aleksey, who is the agent of the Russian Department of Finance in Japan, will accompany the Minister to all of the above places, being well posted as to Russian trade on the Japanese and Chinese coasts.

THE INTERPORT CRICKET WEEK.

HONGKONG DEFEATS THE STRAITS.

Play was resumed yesterday in the Interport Cricket Matches, Hongkong continuing their unfinished game with the Straits, which on the previous evening had been brought to a premature close owing to the rain. There had been an additional fall during the night; the morning broke dull and threatening and rather chilly. At ten o'clock there was a break in the clouds, and the weather showed signs of being about to settle down hot and muggy. The pitch had not been so much affected by the rain as was expected, but was tricky and uncertain. When stumps were drawn on the previous night the Hongkong score was 254 for 7 wickets, Arthur and Donhill being in tatters for 51 and 42 respectively. The bowling was opened at 10.15 by Mackenzie against Arthur, who cut the fourth ball of the over to point for 2 and drew the last round to square leg for 1. Sharp took up the bowling at the other end. The wicket was breaking up slightly, and the bowler had to be pretty freely resorted to. Only a try was registered off Sharp's first over. On the bowling changing ends Arthur drove Mackenzie to leg for 4 and 2 and also scored a single off the last ball. He was playing with the same command of the bowling that had distinguished his game on the previous afternoon. Off Sharp's next over he secured two magnificent leg drives, one a boundary. Donhill now faced Mackenzie, and off the first ball was very softly caught at point by Barkshire. Score, 271-8-40. Freely joined Arthur and made no less than 8 runs off Mackenzie's first over, viz., a square leg boundary and a couple of 2s. When the next change of ends came Sharp obviously gave Arthur some trouble, but the batsman secured one fine drive, missed by Whitley at long-on. Freely was playing a pretty game, his placing to square leg being especially fine. Off Sharp's end, he had a lucky mick for 4 and a drive to leg for the same figure, but this bowler brought about his dismissal for leg before in the same over. He was a very nicely compiled 16. The telegraph-board now indicated 292 runs for 9 wickets. Cox filled the vacancy. Only a more had been registered when the wicket fell. Cox off Sharp had a point which was smartly picked up by Arthur at cover-point and returned to Voiles' wicket. Arthur had hesitated in taking the run, but attempted it with the result that he was run out a yard from home. In his score of 72 Arthur had no less than 13 boundaries. All out for 28. This meant that the Straits required 235 to win, and Hongkong were confident of preventing that. The last wicket had fallen at 10 minutes to 11 o'clock.

Shortly after 11, the Straits went again to the wicket, Carter and Voiles facing the bowling of Bird and Franklin. Bird opened from the Bank and against Voiles and got his second half-century point for 1. Franklin in the ensuing over sent down some short-pitched balls, off which both bats had a single. Off Bird, Carter had a nice cut to point for 4. Several singles were put on from each end in the succeeding two or three overs. The fielding was very smart. Clifton Browne and Cox both showing to advantage. Carter broke up the spell of low scoring by driving Bird to off for 4 and getting a leg mick off Franklin to the boundary, but on the whole the batsmen were experiencing great difficulty in getting through the field. Fifteen minutes of the innings had now gone and the score stood at 20. The wicket was beginning to look a bit ragged. Carter had a very nice cut into the slips for 2 and Voiles by pretty placing to leg stole a single off Bird. Franklin's slow break balls looked dangerous, yet three in one over he was drawn round to square leg for singles, Carter being responsible for two of those. This ball also had a full pitched ball from the same bowler a strongly hit boundary to square leg and a nice cut to point off Bird for 4 in the last over. With the innings half an hour old, the score stood at 40. Carter now raised Franklin of the bowling at the lower end, opening against Carter, who off the second last ball of the over had a straight drive for 12. Off Bird's succeeding over, Carter scored again on drive for a single, and ends were again changed without the score being increased. But the first ball from Carter brought about his downfall: he was caught very cleverly at point by Clifton Browne. Sharp who followed him

got away a single drive off Carter's second ball, but this proved to be his only score for on facing the other end he was caught nearly at mid-wicket by Bird off the latter's second ball. Score, 45-1-1. Voiles was now joined by Mackenzie, who began well by driving Bird round to square leg for two, but off the next ball he was caught by Hancock in the slips. This was a splendid catch. Hancock falling and rolling over in taking the ball. His feat was heartily applauded. The score was now 47-3-1 with only 45 minutes gone. Green who came next to the wicket micked Bird into the slips for 1 and cut him to point also for a single. On changing ends, he had a fine drive to off for 2, the boundary being saved by smartness on the part of Sercombe Smith. Voiles had so far made a plucky stand, not scoring rapidly but playing consistently and with accuracy of placing. He had been beaten by several balls from Bird's end, however, and before his partnership with Green was many minutes old he was clean bowled with a swift ball from that bowler. Score, 52-4-16, and an hour gone. Green did not long survive Voiles at wicket. He was joined by Barkshire, who after a few balls got away a short drive off. Cox missed it and the batsman was out. Cox, however, made a marvellous recovery and threw himself to the top and, knocking over the wicket, it was a matter of doubt among the spectators whether Green had reached his ground before the wicket fell. The umpire gave him out. Green retired with

INTIMATION
NOTICE.

The ANNUAL SESSION of HIS MAJESTY'S JUSTICES of the PEACE will be held in the JUSTICES' ROOM, at the MAGISTRACY, on FRIDAY, the 15th day of November, A.D. 1901, at 2.30 P.M., for the purpose of considering the undermentioned applications for Publican's and Adjunct Licences for the year 1901-1902:—

No.	Name of Applicant.	Whether before-licensed.	Description of Licence.	Sign of House.	Situation of House.	Previous History in each Case.	Remarks.
1	Joachim Gomes	Yes.	Publican's Licence	The International Hotel	Nos. 318 & 320, Queen's Road Central	Has held a licence for about 33 years.	
2	Isidor Silberman	"	"	The Globe Hotel	" " " " " "	" " " " " "	
3	Isaac Samuel Greenstein	"	"	The Central Hotel	" " " " " "	" " " " " "	
4	Adolf Freiman	"	"	The Land We Live in Hotel	" " " " " "	" " " " " "	
5	Mrs. Annetta Papir	"	"	The Colonial Hotel	" " " " " "	" " " " " "	
6	Heinrich Varrelmann	"	"	The Western Hotel	" " " " " "	" " " " " "	
7	Mrs. Esther Olivet	"	"	The Travellers' Hotel	" " " " " "	" " " " " "	
8	Robert Walpole	"	"	The Praya East Hotel	" " " " " "	" " " " " "	
9	Jas. Wm. Osborne	"	"	The Kowloon Hotel	" " " " " "	" " " " " "	
10	Hans Jertrum	"	"	The German Tavern	" " " " " "	" " " " " "	
11	Luis Manuel Lobo	"	"	The Stag Hotel	" " " " " "	" " " " " "	
12	Ismael Pelay Madar	"	"	The New Victoria Hotel	" " " " " "	" " " " " "	
13	John Lascot	"	"	The Bay View Hotel	" " " " " "	" " " " " "	
14	Harry Haynes	"	"	The Hongkong Hotel	" " " " " "	" " " " " "	
15	Alexander Molr	No.	"	The Peak Hotel	" " " " " "	" " " " " "	
16	Anne Melhuish	No.	"	The Criterion Hotel	" " " " " "	" " " " " "	
17	Richard J. Young	Yes.	"	The Metropole Hotel	" " " " " "	" " " " " "	
18	William Krater	"	"	The Rose, Shamrock & Thistle Hotel	" " " " " "	" " " " " "	
19	Antonio Roscoe	"	Adjunct Licence	The Connaught House	No. 13, Queen's Road Central	" " " " " "	
20	Anthony Milroy	"	"	The Sailors' Home	No. 187A, Praya West	" " " " " "	
21	Mrs. Matilda Moore	"	Adjunct Licence	Pelham House	No. 29, Wingham Street	" " " " " "	
22	Mrs. Letitia Fyle	No.	"	The Waverley Hotel	No. 8, Ice House Street	" " " " " "	
23	George Hogarth	Yes.	Publican's Licence	Thomas' Hotel	No. 2, Queen's Road Central	" " " " " "	
24	Hormaji Rattonji	Yes.	"	The Queen's Hotel	No. 39, Elgin Road, Kowloon	" " " " " "	

F. A. HAZELAND,
Police Magistrate.

Magistracy, Hongkong, 2nd November, 1901.

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SPORT AND ANECDOTE.

BY AN OLD FOOTEY.

THE PROFESSIONAL FOOTBALLER.

I am firmly convinced that the professional Association football player is still very much misunderstood. It is doubtful if the public are to blame for the misconception, as the majority of those who have no knowledge of the inner life of the game must acquire their information from newspapers. And the average journalist only regards the great winter sport as a means of making money. Thus apart from the reports of matches, the enterprising news-correspondent is constantly on the qui vive for any scrap of information he can obtain with reference to these paid players, who are in a sense public men. Thus if Smith looks upon the wine when it is red, or the ale when it is mellow, so that he does not attend to his training-regulations, he is suspended by his directors; and Smith's offence as a good citizen and his neglect of work is placed before the public. If a player is greatly provoked on the field, and kicks his opponent, we are told all the nauseating details of his loss of temper, and how he behaved in this reprehensible manner. Now, for instance, T. Wilkes, the Stoke goalkeeper, had not trained assiduously for the match with Nottingham Forest last Saturday, and he was suspended. In a League encounter the other day a certain full back deliberately kicked a forward named Lloyd, of the Aston Villa eleven. Unfortunately the referee did not see this first offence; but he did see Lloyd retaliate in an open and (shall I say?) honest manner by kicking his assailant in return. But I imagine these cases do not for the sake of pouring obloquy on the men. Many may jump to the conclusion that football players are free livers, that they are hasty tempered, eager for reprisals, and not much better than ruffians and prizefighters. I wish to remove these stigmas from the professionals. Nor shall I seek to do this by any far-fetched form of special pleading. The first point one must insist upon is that a professional footballer is a lump of common clay just the same as you and I, subjected to the same passions and sympathies, prone to the same follies and weaknesses, and needing all the kindly feeling that we have to spare. Other men beside football players neglect the serious duties of life for the festive cup, and on an average I should say that the professional footballer is much more sober than the majority of his detractors. Of course it is foolish, possibly criminal, for any man to neglect his responsibilities, and I should not like to be understood as condoning wickedness or vice. But I am anxious to remind those who are so ready to condemn that the professional footballer is no worse than any other average man. Again, we cannot all keep our tempers, and I question very much if I should not feel sorely tempted to lunge out if a man were sneaking enough to kick me slyly when the referee was not looking. Of course it would, from a moral point of view, be much more noble to refrain, restrain, and report the offender. I once knew a clergyman who was the subject of a heinous foul. He clenched his teeth, shut his fist, and walked away. A few minutes after he remarked: "I did that well, I think." So he did, and it was a splendid example of high character, but we cannot all reach these pinnacles. Football is played very largely to teach us to keep our tempers, and professionals, just as much as boxers, should never stoop to the mean and the shady, and should eschew the contemptible. But the majority of these men have been brought up in a rough and ready school without ideals. The professional is just a man, as I have said, like the rest of us; neither worse nor better. I do want readers not to condemn these paid players in wholesale fashion, and denounce the football hirings as blackguards. I can assure readers that this is most unjust.

SOME PERSONAL EXPERIENCES.

There are good and bad men in all walks of life, and although the football professional has not yet attained the standard of the cricketer, that is, take them man for man, I am convinced that they are not nearly so black as they have been painted. Indeed the professional footballer is a very different person to what he was only a few years ago. Now I see a great deal of these players, and let me tell you of a few experiences, of course suppressing names as

distinctions might be invidious. I was on one of our best equipped enclosures in the far North the other day when I noticed an old but active gentleman walk on to the turf with elastic step. "Ah," said my friend, "there's our trainer. He's just like a bit of clockwork. When you see him arrive in the morning you know it's half-past nine. And in a few minutes you will see all our players report themselves to him, and sign the book to show they are training. Our players? Well, I have no trouble with them from Monday morning until Saturday night. Indeed, I have such faith in most of them that I should never trouble if I did not see them for a week." But, this is not a rare experience. It is quite common for the secretaries of clubs to tell me that they had such a lot of steady men.

There are scores of first-class players to-day who are never seen in a hotel save when they are travelling. I saw a man playing full back last week, and I should say without any exaggeration that by his thriftiness he has a good banking account of four figures, and a few cottages to call his own. I know of another who was a Sunday School teacher, saved all his football wages, and now has a prosperous business. He does not stand alone. Yet another I call to mind is prim and smart in appearance, well educated and Master of Arts of his University. He earned his college fees by football; and is playing to-day. There was a man in the House of Commons who had been a professional footballer, but that is another story. In the Midland counties I know a professional who can always be found in one of the best social middle-class clubs in the town, and if you were not aware of his habits you might search for him all the season in a public-house and never find him. Scores of these men are rigid totalitarians, and others are, shall I say it, the most inveterate gamblers in the country. I place the good and the bad side by side that readers may judge of the truth of the fact that professional footballers are neither worse nor better than other people. As a class they have improved, and there is more discipline now in professional football than at any previous period in the history of the game. Many of them are men with fine instincts, and no more to be classed as rogues and vagabonds than the whole of the dramatic profession who, according to ancient law I believe, still remain in that category.

FULL BACKS AS GOAL-KEEPERS.

I notice that in the League match the other day between Stoke and Nottingham Forest, Ironmonger, the International full back, scored a goal for each side and the match was drawn. This is quite a curiosity. In attempting to clear his lines Ironmonger, who is such a splendid batsman for Nottingham, headed the ball into his own goal, and then the tall Forester equalised with a lofty shot at the other end. It is a common occurrence for a full-back to head into his goal, but it is comparatively rare for him to score by a direct kick. One of the greatest backs who ever toed a ball for Queen's Park or Scotland was Walter Arnott, the picture of a man on the field. I once saw him score for the Queen's against Nottingham Forest in a semi-final tie for the English Cup played at Derby, and he kicked the ball from the half-way line. Of course, Charles Williams, the Manchester City goalkeeper, kicked a ball from goal to goal, and scored for Manchester against Sunderland at Roker Park on April 14th, 1900, but I have also a recollection of Watty Arnott gaining a goal for Edinburgh St. Bernard's against Kilmarnock. Then, too, Victor Layton, the right back of Sheffield Wednesday, made determined attempts to score for his team against Newcastle United at Owlerton on December 1st, 1900, and what is more, he succeeded the third time. Still, it is comparatively rare for backs to kick goals, and particularly for the same full-back to score for each side in the same match.

JOEY NUTTALL.

I heard the other evening that a great benefit is to be given to Nuttall, the swimmer, in the Manchester Osborne Baths. Nuttall has always conducted himself in such an exemplary manner that it is not astonishing to learn that the

Amateur Swimming Association have given permission for numerous members of their body or of affiliated clubs to appear at this gala for the benefit of a professional. Now the laws of the A.S.A. will not allow Nuttall and J. A. Jarvis, the professional and amateur champions, to swim a race. Moreover, they are such tremendous friends that they are never likely to meet in serious rivalry. Jarvis, the Leicester wonder, tells his friends that he considers Nuttall the most accomplished swimmer the world has ever seen, and he knows full well that he could not hope to beat the man who has coached and taught him so much. As they cannot race, it has been arranged that Jarvis shall enter the water at a quarter to eight and swim 1,000 yards in the fastest time that he can without pausing. An hour later Nuttall will dive into the same bath, and under the same conditions try to beat whatever figure Jarvis may have accomplished. This is a much greater feat than many may understand, for Nuttall was born on August 21, 1893, while Jarvis never won an English championship until 1897. Nuttall, who only stands 5ft. 5in., and weighs about 12 stones, is, however, a better swimmer now than ever he was, and, as readers know, he has tried in vain to secure a match. Only the other evening he proved himself as fast as Fred Lane, the Australian, over 300 yards, while Jarvis is a man who is constantly improving. This benefit takes place on November 13, and I intend to see the man who twice came to the rescue of England, for he first of all defeated McCusker, the American, and it is not easy to beat Americans, and then he simply "sat upon" Ernest Cavill, the Australian. I don't think Cavill really knew the kind of amphibious machine he was tackling, and when he did I opine that he never cared to train seriously for the match. Nuttall is certainly faster now than when he swam Cavill.

VEILED PROFESSIONALISM.

I was much astonished to read in the last issue of *The Athletic News* that there has never been a season where evidence of the semi-professionalism has been so manifest as in 1891. The writer declares that leading swimmers and water polo players have not hesitated to put a fixed price upon their services at galas. Now this is exactly what Bradley, Downer, Bacon, and Co. did at athletic festivals, and what some of their successors have practiced just as unblushingly up to this day. Under the guise of railway fares much money or a change hands. I have often wondered how some of these swimmers cross the world, how they appear in all parts of Great Britain, and never seem to have any occupation. Indeed, being a class amateur seems to be a very paying business, and if the statement made be true, I hope the A.S.A. will stamp this pest out. I do like honesty in sport, and without it I prefer no sport. I do not object to professionalism by any means, but I dislike shams, for sport should tend to brush all delusions away or it is not real sport.

THE AMERICANS AGAIN.

The American is a younger, keener, more enterprising and more experimental nation than we are. As I said last week, they are more thorough in their games than we are. If the American learns a British sport, he means to get "right there." Mr. Bosanquet's team can sometimes whip the Yankees at cricket because they don't care a hang about cricket, save at Philadelphia, as cricket is too slow for a nation full of quicksilver restlessness, and eagerness to get to the end of anything they begin. Of course, they have retained the America Cup. The Yankees won that trophy in 1851, and they have held on to it with both hands ever since. *Shamrock II* was the twenty-first yacht which has tried to carry off the vase, but Sir Thomas Lipton has been no more successful than Lord Dunraven and the rest of them right back to the late Mr. James Ashbury. Certainly *Shamrock II* made the greatest bid in history, but in all weathers she was outwitted, and the unpleasant fact remains that the stoutest maritime nation in the world cannot build a yacht-racing machine as fast as the Americans can turn out. Now, when I read the *New York Herald* account of the match between Harvard and Yale, and Cambridge and Oxford, I was struck by one sentence of the chronicler. He wrote:—"To the marvellous nervous energy that was shown so well in other things Americans owed their victory." Yes it is this "nervous energy" which makes the Yankee what he is in designing deftly the

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General Exporters of ANISEED and CASSIA OILS, &c., &c. Stock always on Hand.
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Note.—We beg to announce that we also buy all kinds of Curries at Moderate Prices.
1 & 3, D'AGUIAR STREET (Behind Hongkong Dispensary).
Hongkong, 18th April, 1901. [286]

SWEET CAPORAL Cigarettes
Purest & Best.
Packed in 10/5 Boxes, 20/5 Packs & 50/5 Round Tins.
FOR SALE EVERYWHERE
MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.

TRY NAVY CUT ATC A GENTLEMAN'S SMOKE
Supplied in Three Grades: Mild Medium & Strong.
PACKED IN AIR TIGHT VACUUM TINS
MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.

[2838]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *a*, nearest Hongkong *b*, midway between Hongkong and Kowloon *c*, and those vessels berthed at the Kowloon Wharf *d*, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA MARSEILLES	SOCOTRA	Brit. str.	2 m.	G. W. Babot, R.N.R.	P. & O. S. N. Co.	On 16th inst. at Noon.
LONDON, &c., VIA PORTS OF CALL	PARRAMATTA	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 23rd inst. at Noon.
LONDON	MACHAON	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 26th inst.
LONDON	ACHILLES	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 10th December.
LONDON	GAUCUS	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 24th December.
LONDON	DEUCALION	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 7th January.
LONDON	PELEUS	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 21st January.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 18th inst.
LIVERPOOL DIRECT	LION	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 15th December.
LIVERPOOL DIRECT	PATROCLOS	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 15th January.
MARSEILLES & LONDON, &c., V. SINGAPORE, &c.	KAMAKURA MARU	Jap. str.	2 m.	H. Peterson	NIPPON YUSEN KAISHA	On 18th inst. at Daylight.
BREMEN, VIA PORTS OF CALL	ANNAM	Fren. str.	2 m.	Seller	MESSAGERIES MARITIMES	On 18th inst. at 1 p.m.
HAYRE, BREMEN & HAMBURG	BAYERN	Ger. str.	2 m.	H. Blecker	SHAW, TOMES & CO.	On 26th inst. at Noon.
HAYRE & HAMBURG	SEGOVIA	Ger. str.	2 m.	Foock	HAMBURG-AMERIKA LINIE	On 16th inst.
HAYRE & HAMBURG	MAHURG	Ger. str.	2 m.	Zacharino	HAMBURG-AMERIKA LINIE	On 30th inst.
HAYRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 14th December.
HAYRE & HAMBURG	SERBIA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 28th December.
HAYRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 6th January.
HAYRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 13th January.
HAYRE & HAMBURG	SAMBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 28th January.
TRIESTE VIA SINGAPORE, &c.	MARQUIS BACQUEHEM	Aus. str.	2 m.	Blaffer	SANDER, WILKES & CO.	On 16th inst. at 4 p.m.
NEW YORK VIA PORTS & SUEZ CANAL	RICHMOND CASTLE	Brit. str.	2 m.	.....	DODWELL & CO. LIMITED	On or about 20th inst.
NEW YORK VIA SUEZ CANAL	ASAMA	Brit. str.	1 m.	.....	SHAW, TOMES & CO.	On or about 15th Dec.
VANCOUVER VIA SHANGHAI, &c.	EMPERESS OF INDIA	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 24th inst. at Noon.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	H. Mowatt, R.N.R.	CANADIAN PACIFIC R. CO.	On 4th December.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TOKA MARU	Jap. str.	2 m.	S. J. G. Parsons	DODWELL & CO. LIMITED	On 16th inst.
PORTLAND (OR.) VIA SHANGHAI, &c.	KNIGHT COMPANION	Brit. str.	2 m.	.....	NIPPON YUSEN KAISHA	On 18th inst. at 4 p.m.
PORTLAND (OR.) VIA SHANGHAI, &c.	THEYA	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On or about 14th inst.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	2 m.	McArthur	GIBB, LIVINGSTON & CO.	On 20th December.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
AUSTRALIAN PORTS	TSINAN	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 22nd inst. at 4 p.m.
NAGASAKI, KOBÉ & YOKOHAMA	KANAGAWA MARU	Jap. str.	2 m.	J. Mackenzie	NIPPON YUSEN KAISHA	On 20th inst. at Daylight.
NAGASAKI, KOBÉ & YOKOHAMA	ROSETTA MARU	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 22nd inst. at Noon.
TIENTSIN	NANCHANG	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 16th inst.
SHANGHAI & KOBÉ	VILLE DE LA CROIX	Fren. str.	2 m.	Piaschi	MESSAGERIES MARITIMES	On or about 17th inst.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	WOOSUNG	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 20th inst.
SHANGHAI	CHUSAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On or about 23rd inst.
SHANGHAI	JAVA	Brit. str.	2 m.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 7th Dec.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	STUTTGART	Ger. str.	2 m.	P. Grosch	MELCHERS & CO.	Quick despatch.
POOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	S. Atsumi	MIYOSHI BUNSEN KAISHA	On 20th inst. at Daylight.
ANPING VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1 m.	T. Saito	MIYOSHI BUNSEN KAISHA	On 27th inst.
TAMSAI VIA SWATOW & AMOY	DAIGO MARU	Jap. str.	1 m.	T. Kitano	MIYOSHI BUNSEN KAISHA	On 17th inst.
SWATOW, AMOY & TAMSUI	HAIDONG	Brit. str.	2 m.	Balhurst	DEWITT & LAFRAIR & CO.	On 20th inst. at Noon.
MANILA VIA AMOY	DIAMANTE	Brit. str.	2 m.	J. Eatenbury	DEWITT & LAFRAIR & CO.	On 19th inst. at 4 p.m.
MANILA DIRECT	YENSANG	Brit. str.	2 m.	Belle	JARDINE, MATHESON & CO.	On 22nd inst. at 4 p.m.
MANILA	KASUGA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 27th inst.
MANILA	SUNOKIANG	Brit. str.	2 m.	.....	BUTTERFIELD & SWIRE	On 30th inst.
SINGAPORE & BOMBAY	MAZAGON	Brit. str.	2 m.	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	On or about 14th inst.

SHIPPING.

ARRIVALS.

Nov. 12, AILSA CRAIG, British str., 2,166, E. Robertson, Moji 6th Nov., Coal—MITSUI BUSSAN KAISHA.
Nov. 13, CLARA, German str., 675, Ulders, Haiphong and Hoihow 12th Nov., General—JASSEN & CO.
Nov. 13, CLARA, British str., 2,133, W. Harding, Haiphong and Hoihow 12th Nov., General—JASSEN & CO.
Nov. 13, DAIGI MARU, Jap. str., 846, Kitano, Saito 12th Nov., General—MITSUI BUSSAN KAISHA.
Nov. 13, HANOI, French steamer, 768, Merles, Haiphong and Hoihow 11th Nov., General—A. R. MARY.
Nov. 13, HIKOSAN MARU, Japanese str., 2,302, Haidstrom, Kutchinetsu 8th Nov., Coal—MITSUI BUSSAN KAISHA.
Nov. 13, KANAKURA MARU, Jap. str., 6,123, H. Peterson, Shimotsuki 7th Nov., General—NIPPON YUSEN KAISHA.
Nov. 13, MARAGON, British str., 3,279, G. W. Cookman, Shanghai 9th Nov., General—P. & O. S. N. Co.
Nov. 13, MEXICAN PRINCE, British str., 1,954, W. Pearson, Yokohama 5th Nov., Coal and Boxwood—MEYER & CO.
Nov. 13, NANTHAN, British str., 1,299, H. N. Holton, Kuchichang and Bangkok 4th Nov., Coal—JASSEN & CO.
Nov. 13, SHITAN YAN LANGKAT, Dutch str., 1,574, Harst, Langkat 29th Oct. and Pulo Sambo 3rd Nov., Petroleum—MEYER & CO.
Nov. 13, WILHELMINA, Dutch str., 2,791, de Vries, Manila 7th Nov., Ballast—MASTER.
Nov. 13, YUKSANG, British str., 887, McClure, Canton 18th Nov., General—JARDINE, MATHESON & CO.
Nov. 13, YUO KAN, Japanese str., 1,069, K. Nagasawa, Choshi 13th Nov., Beans and General—OMISE.

CLEARANCES.

At the Harbour Master's Office.
13th November.
Bisagno, Italian str., for Singapore.
Cervinia, Austrian str., for Singapore.
Cleridine, British str., for Singapore.
Eastern, British str., for Shanghai.
Hatching, British str., for Swatow.
Hue, French str., for Kwong-chow-wan.
Kumano Maru, Japanese str., for Kobe.
Mara Kubi, German str., for Moji.
Progress, German str., for Tourn.

DEPARTURES.

13th November.
ADANA, British str., for Shanghai.
APENRADE, German str., for Hoihow.
BISKUNO, Italian str., for Singapore.
CARINTHIA, Austrian str., for Shanghai.
EASTERN, British str., for Shanghai.
HAICHING, British str., for Swatow.
KIAUSCHOU, German str., for Europe.
KWANGSING, British str., for Shanghai.
KWANGSING, German str., for Chiao.
MAIDZURU MARU, Japanese str., for Swatow.
Nesvor, British str., for Singapore.
Obo, British str., for Shanghai.
PRIMA, Norwegian str., for Bangkok.
SABINE RICKMERS, British str., for Canton.
SULLBERG, German str., for Haiphong.
WOOBUNG, British str., for Canton.

VESSELS IN DOCK.

15th November.
ABERDEEN DOCK—Perla.
KOWLOON DOCK—Canton River, Eleano, H.M.S. Olena, H. J. Albrecht, Kwangtung, Tacoma, Hans Maxwell, Haungshan, Nanchang, Oro Chikyo, U.S.S. Princeton, H.M.S. Whitby, Kongsan, Clavering, Formosa.
COSMOPOLITAN DOCK—Osberg.

SHIPPING REPORTS.

The British steamer *Shanghai*, from Kuchichang and Bangkok 4th Nov., had strong N.E. and E.N.E. winds with rough sea and clouded sky; heavy rain during passage.
The British steamer *Clavering*, from Shanghai and Amoy 11th Nov., had strong breeze to moderate gale from E.N.E., very high sea running, misty, at times with rain; heavy overcast sky; stormy weather.
The British steamer *Mexican Prince*, from Yokohama 5th Nov., had fine weather and variable winds; N.E. monsoon increased to moderate gale on arrival into Pormosa Straits; accompanied with heavy rain.

VESSELS PASSED ANJER.

Oct. 22, French barque, *Marguerite Etienne*, Gouy, from Saigon.
Oct. 23, Dutch str., *Aradoeno*, Bagelu s, Oct. 23, from Batavia for Rotterdam.
Oct. 25, Dutch str., *Bogor*, van der Putte, Oct. 25, from Batavia for Rotterdam, via Djohah.
Oct. 27, Dutch str., *Gede*, Le Clercq, from Rotterdam for Batavia.
Oct. 28, British 4-m. barque, *Beechbank*, Bremner, July 15, from New York for Anjer.
Oct. 29, British str., *Bezuada*, Oct. 27, from Singapore.
Oct. 30, Amr. 4-m. barque, *Susquehanna*, Bailey, Oct. 1, from Hongkong for New York.

VESSELS ON THE BERTH

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA VIA AMOY.
The Company's Steamship
"DIAMANTE"
Captain J. Eatenbury will be despatched as above TO-DAY, the 14th inst., at Noon.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 12th November, 1901. [2871]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship
"STUTTGART"
of the NORDDEUTSCHER LLOYD,
Captain P. Grosch, due here with the outward German Mail about the 14th inst., will leave for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELOCHERS & CO.,
Agents.
Hongkong, 12th November, 1901. [9]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY.
Operating the New First Class Steamships
"INDRAVELL," "INDRAPURA,"
and "KNIGHT COMPANION"
between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOI, KOBÉ and YOKOHAMA.
The Steamship
"KNIGHT COMPANION"
will be despatched for Portland (Or.) on or about 14th November, 1901.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.
For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON,
General Agent.
Hongkong, 30th October, 1901. [2757]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"RICHMOND CASTLE" About 20th Nov.
"KURDISTAN" About 30th Nov.
"LENNOX" About 15th Dec.
"ORONSAY" About 21st Dec.
"AFRIDI" To follow.
"HILLGLEN" To follow.
"LOWTHER CASTLE" To follow.
For Freight and further information, Apply to
DODWELL & CO. LD.,
Agents.
Hongkong, 14th November, 1901. [1789]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)
PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
SEGOVIA HAYRE, BREMEN & HAMBURG On 16th Nov. Freight.
CAPT. FOOCK. (Calling at Singapore and Penang)
MARBURG HAYRE & HAMBURG On 30th Nov. Freight.
CAPT. ZACHARINO. (Calling at Singapore and Colombo)
SUEVIA HAYRE & HAMBURG On 14th Dec. Freight.
CAPT. BORK. (Calling at Singapore and Penang)
SERBIA HAYRE & HAMBURG On 28th Dec. Freight.
CAPT. BREHMER. (Calling at Singapore and Colombo)
NUERNBERG HAYRE & HAMBURG On 6th Jan. Freight.
CAPT. AMMON. (Calling at Singapore and Penang)
STRASSBURG HAYRE & HAMBURG On 13th Jan. Freight.
CAPT. MADSEN. (Calling at Singapore and Colombo)
SAMBIA HAYRE & HAMBURG On 28th Jan. Freight.
CAPT. SCHMIDT. (Calling at Singapore and Penang)
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1. [1051]
Hongkong, 4th November, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
"EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 20th Nov., 1901
"ATHENIAN" 3,382 Tons, Capt. H. Mowatt, R.N.R. WEDNESDAY, 4th Dec., 1901
"EMPRESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 18th Dec., 1901
"EMPRESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 15th Jan., 1902

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent to FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Retar tickets to various points at reduced rates, Good for 3, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Fielder's Street.

Hongkong, 1st October, 1901. [10]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH THE NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
CLAVERING	3,328	J. Barker	November 16th
BRANMAR	3,601	W. West	November 26th
WYFIELD	3,236	G. Carter	December 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 23d.
Excellent accommodation. First-class Tables, Doctor and Stewardesses carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, 24d.
The Railroad travelling in second class on the American Continent; two trans-continental trains daily from Tacoma; Dining Car 35 attached to the trans-continental trains; day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA and TACOMA, 25d.
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DREA and ST. MICHAEL.

Rates of Passage to other points on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED,
General Agents.

Hongkong, 2nd October, 1901.

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VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL	"IXION"	On 25th November.
GLASGOW and LIVERPOOL	"DEUCALION"	On 25th November.
GLASGOW and LIVERPOOL	"PELEUS"	On 25th November.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 15th December.

FOR	HOMEWARDS.	DATE
LONDON	"MACHAON"	On 25th November.
LONDON	"ACHILLES"	On 25th November.
LONDON	"GLAUCUS"	On 24th December.
LONDON	"DEUCALION"	On 25th November.
LONDON	"PELEUS"	On 25th November.
LONDON	"DARDANUS"	On 18th November.
LIVERPOOL DIRECT	"IXION"	On 15th December.
LIVERPOOL DIRECT	"PATROCLUS"	On 15th January.

Hongkong, 6th November, 1901. [15]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TIENSIN	"NANCHANG"	On 16th November.
SHANGHAI and KOBE	"TAIYUAN"	On 18th November.
SHANGHAI	"WUJONG"	On 20th November.
MANILA	"SUNGKIANG"	On 27th November.
MANILA	"TSINAN"	On 30th November.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS. [16]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUZ, PORT SAID, FIUME and TRIESTE. (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship
"MARQUIS BACQUEHEM"
Captain Dillier, will be despatched as above on SATURDAY, 16th inst., P.M., instead of as previously advertised.
The steamer has special accommodation for Passengers. Electric light, and Doctor is carried. For information as to Passage and Freight, apply to
SANDER, WIELE & CO., Agents.
Hongkong, 11th November, 1901. [17]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship
"DAIGI MARU"
Captain T. Kitano, will be despatched for the above ports on SUNDAY, 17th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 11th November, 1901. [17]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANÇAIS.

NOTICE.
STEAM FOR SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALGER.

PORTS OF BRAZIL AND RIVER PLATE.
ON MONDAY, 19th November, 1901, at 1 p.m., the Company's Steamship, ANNAM, Captain J. S. B. de Champey, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., and parcels until 3 p.m. on the 17th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further particulars, apply to the Company's Office.
P. DE CHAMPEY, Acting Agent.
Hongkong, 8th November, 1901. [12]

NIPPON YUSEN KAISHA, LIMITED.
FOR MANILA.

THE Company's Steamship
"KASUGA MARU"
3,873 tons gross, Captain H. Fraser, will be despatched for the above port on FRIDAY, 15th inst., at 4 p.m.
This mail steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.
For Freight and Passage, apply to
A. S. MIBARA, Manager.
Hongkong, 13th November, 1901. [2839]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"PARRAMATTA"
Captain R. T. Cook, R.N., carrying His Majesty's Mails, will be despatched from this port on SATURDAY, 23rd November, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWITT, Superintendent.
Hongkong, 11th November, 1901. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship
"MAIDZURU MARU"
Captain T. Saito, will be despatched for the above ports on WEDNESDAY, 27th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 14th November, 1901. [18]

SHEWAN TOMES & CO'S NEW YORK LINE.
FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ASANA"
will be despatched for the above port on or about 15th December, 1901.
To be followed by the Steamship
"ACARA"
on or about 31st December, 1901.
For Freight, apply to
SHEWAN TOMES & CO., Agents.
Hongkong, 13th November, 1901. [2885]

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in Canton and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES.
NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
FROM ROTTERDAM, LONDON, GENOA, PORT SAID, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship
"KUMANO MARU"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m. To-day, 12th inst.
Goods not cleared by the 19th inst. will be subject to rent.
No Fire Insurance has been effected.
All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 22nd inst., or claims in connection therewith will not be recognized.
NIPPON YUSEN KAISHA.
Hongkong, 12th November, 1901. [2891]

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.
THE H.A.L. Steamship

"SUEVIA"
Captain Borch, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

THIS STEAMER BRINGS ALSO THE NEW YORK CARGO EX H.A.L. STEAMSHIP "ATHESIA" TRANSHIPMENT AT SINGAPORE.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, 7th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 3 p.m.
No Fire Insurance has been effected.
HAMBURG-AMERICA LINE, Hongkong Office.
Hongkong, 7th November, 1901. [2845]

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.

STEAMSHIP "GLADYER"
FROM TACOMA, VICTORIA, STOCK, AND PORT ARTHUR.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & CO., LIMITED, Agents.
Hongkong, 8th November, 1901. [11]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
"GLAUCUS"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 18th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 19th inst.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 11th November, 1901. [15]

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

STEAMSHIP "AFRIDI"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves may Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 11th inst.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.
Hongkong, 11th November, 1901. [2880]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co's Steamship

"BALLAARAT"
FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:—
From London, &c., ex s.s. Britannia.
From Australia, ex s.s. China.
From Calcutta, ex s.s. Soudan.
Optional Goods will be landed here unless instructions are given to the contrary before 10 a.m. To-morrow, 9th inst.
Goods not cleared by the 15th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.
E. A. HEWITT, Superintendent.
Hongkong, 8th November, 1901. [1]

NOT RESPONSIBLE FOR DEBTS.
NEITHER THE CAPTAINS, THE AGENTS, nor the Owners will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

DUPHORE, British ship, A. Low.—Carlowitz & Co.
OSBERGA, British ship, A. Low.—Osborne & Co.
STATE OF MAINE, American ship, Colcord.—W. H. CONNER, American ship, Colcord.—Standard Oil Co.

HONGKONG STEAMERS.
Ailes Craig, Brit. str., 2,168, Robertson, Nov. 12.
M. B. Kaisha
Chelydra, British str., 1,564, Cox, Oct. 31.
Jardine, Matheson & Co.
Clara, German str., 575, Uldrap, Nov. 13.
Jebeon & Co.
Claverdale, British str., 2,123, Harding, Nov. 13.
Carlitz & Co.
Claring, British str., 2,155, Barker, Nov. 8.
Dodd & Co., Ltd.
Daig Maru, Jap. str., 846, Kitano, Nov. 13.
Mitsui Bussan Kaisha
Diamant, British str., 1,225, Eastbury, Nov. 12.
Shewan, Tomes & Co.
Eleano, American str., 510, Altonage, Sept. 3.
Brandao & Co.
Elia, German str., 1,702, Schonwandt, Nov. 7.
Jebeon & Co.
Empress of India, British str., 3,003, Marshall, Oct. 30.
R. C. Cowper & Co.
Glenester City, British str., 1,409, Nilsson, Nov. 10.
Ordo.
Hallouper, British str., 783, Bathurst, Nov. 12.
Douglas Lapraik & Co.
Hanoi, French steamer, 768, Marless, Nov. 13.
A. R. Marty
Hans Manzell, German str., 1,694, Nebinger, Oct. 20.
E. A. Trading Co., Limited.
Hikosa Maru, Jap. str., 2,302, Hallstrom, Nov. 13.
Mitsui Bussan Kaisha
Hplstein, Ger. str., 1,130, Schlaikier, Nov. 11.
Jebeon & Co.
Hne, French steamer, 704, Godinan, Nov. 12.
A. R. Marty
Kamakura Maru, Jap. str., 6,123, Petersen, Nov. 13.
Nippon Yusen Kaisha
Knight Companion, British str., 2,630, Froggatt, Nov. 1, Allen Cameron
Kong Beng, German str., 895, Mollermann, Nov. 8.
Butterfield & Swire
Kunama Maru, Jap. str., 2,380, Haswell, Nov. 12.
Nippon Yusen Kaisha
Lightning, British str., 2,192, Spence, Nov. 12.
David Sassoon, Sons & Co.
Mara Kolb, German str., 1,960, Kraetz, Nov. 8.
M. B. Kaisha
Mansang, British str., 1,643, Wilch, Nov. 6.
Jardine, Matheson & Co.
Mazagon, British str., 3,273, Cockman, Nov. 13.
P. & O. S. N. Co.
Mexican Prince, British str., 1,934, Penrice, Nov. 13.
Meyer & Co.
Nanchang, Brit. str., 1,062, Finlayson, Nov. 8.
Butterfield & Swire
Nanahan, British str., 1,299, Holton, Nov. 13.
Bradley & Co.
Peiyang, German str., 897, Weiss, Nov. 3.
East Asiatic Trading Co., Ltd.

Perla, British str., 1,284, McArthur, Nov. 10.
Shewan, Tomes & Co.
Phra C. C. Kiao, German str., 1,012, Unsworth, Oct. 30.
Butterfield & Swire
Pilsanuk, German str., 1,267, Illing, Nov. 10.
Butterfield & Swire
Progress, German str., 687, Meyer, Nov. 10.
Siemens & Co.
Quarda, German str., 1,146, Johannsen, Nov. 1.
Siemens & Co.
Sardakana, German str., 1,374, Brandstetter, Nov. 12.
Melchers & Co.
Segoria, German str., 3,795, Forch, Nov. 12.
Hamburg-Amerika Linie
Simongan, German str., 1,813, Farrell, Nov. 8.
Butterfield & Swire
Sishan, British str., 957, Jones, Nov. 12.
Bradley & Co.
Sultan Van Langkat, Dutch str., 1,574, Zwart, Nov. 13.
Meyer & Co.
Tacoma, British str., 2,811, Dixon, Oct. 21.
Dodwell & Co., Limited
Taichow, German str., 862, Reher, Nov. 9.
Butterfield & Swire
Talyan, British str., 1,459, Dawson, Nov. 11.
Butterfield & Swire
Wilhelmina, Dutch str., 2,791, Vries, Nov. 13.
Captain
Yodo Maru, Jap. str., 1,069, Nakagawa, Nov. 13.
Chinese
Yikang, British str., 887, McClure, Nov. 8.
Jardine, Matheson & Co.

SAILING VESSELS.
Celeste, British ship, 1,764, Jeffy, May 29, Order.
Dudhope, British ship, 1,886, Low, Nov. 3, Order.
Geo. T. Hay, British ship, 1,647, Spice, Oct. 20, Arrahold, Karberg & Co.
Helen A. Wyman, Amr. ship, 1,664, Vanhon, Sept. 10, Arrahold, Karberg & Co.
H. J. Albrecht, German schr., 701, Andersen, H. J. 10, Master.
Lanberg, Brit. bark, 1,215, McDougall, Aug. 14, Master.
Manuel Llaguno, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co.
Osberg, British bark, 960, Denmore, Nov. 4, Order.
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master.
State of Maine, Amr. ship, 1,467, Colcord, Sept. 8, Standard Oil Co.
W. H. Conner, Amr. ship, 1,326, Colcord, Sept. 25, Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Hongkong.
Albion, battleship, 12,950 tons, Captain W. W. Hewitt, at Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Hankow.
Aresthus, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, Hongkong.
Argonaut, battleship, 11,000 tons, 16 guns, 8,000 h.p., Comdr. G. H. Cherry, R.N., at Hongkong.
Astraea, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Hongkong.
Aurore, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Comdr. E. B. Bayly, C.B., at Hongkong.
Barlow, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrender, at Hongkong.
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Hongkong.
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. M. Leake, at Hongkong.
Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Singapore.
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. E. A. Baird, at Weihaiwei.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, at Wessing.
Edipus, cruiser, 5,300 tons, Captain Stokes, at Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Hongkong.
Eek, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. W. F. Blunt, at Kluang.
Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve, at Hongkong.
Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut.-Comdr. C. P. Beatty Pownall, at Hongkong.
Glory, battleship, 12,950 tons, Captain W. A. Carter, at Weihaiwei.
Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wirtz, at Kobe.
Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Hardy, at Weihaiwei.
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong.
Humber, sloop, 1,640 tons, Comdr. H. J. Davison, at Hongkong.
Janus, torpedo-boat destroyer, in reserve, at Hongkong.
Kinsha, river gunboat, 331 tons, Lieut.-Comdr. G. B. Powell, on the Yangtze.
Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Bangkok.
Ocean, battleship, Capt. A. J. Honniger Hughes, at Hongkong.
Orlando, cruiser, 6,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Wessing.
Otter, torpedo-boat destroyer, 350 tons, Lieut.-Comdr. Kaye, on the Yangtze.
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Shanghai.
Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Com. A. H. Oldham, at Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Shanghai.
Plover, gunboat, 433 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. Chas. P. Corbett, Hongkong.
Rambler, surveying-ship, 583 tons, Capt. Morris H. Smyth, at Hongkong.
Radpole, gunboat, 555 tons, 6 guns, 720 h.p., Lieut.-Comdr. Chas. F. Corbett, Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Godfrey G. Webster, West River.
Rosario, sloop, 990 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, en route Weihaiwei.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Carr, on West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. R. W. Dalgety, at Hankow.
Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in reserve, at Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve, at Hongkong.
Talbot, cruiser, 5,900 tons, Capt. F. G. Stopford at Tamar, receiving ship, 4,800 tons, 6 guns, Commodore Francis Powell, C.B., at Hongkong.
Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei.
Tweed, gunboat, 562 tons, 3 guns, 200 h.p., in reserve, at Hongkong.
Waverick, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. W. O. Lyne, at Hongkong.
Wivern, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong.
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. and Comdr. Mackenzie, at Hongkong.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. W. R. Watson, at Ichang.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, at Hankow.

INSURANCES

BALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
HOTZ, JACOB & CO.
Hongkong, 2nd April, 1900. [33]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.
CAPITAL, £410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO., Agents.
Hongkong, 18th May, 1900. [1265]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 29th May, 1895. [31]

PHENIX FIRE OFFICE.
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LARSEN & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [32]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1900, £14,732,681.

I. AUTHORIZED CAPITAL, £3,000,000 0 0
SUBSCRIBED CAPITAL, 2,750,000 0 0
PAID-UP CAPITAL, 887,500 0 0
II. FIRE FUNDS, 2,537,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN TOMES & CO., Agents.
Hongkong, 3rd July, 1901. [1641]

"L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1833).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.
P. LEMAIRE & CO., Agents.
Hongkong, 7th February, 1901. [429]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 16th November, 1892. [29]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BRÖCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. [194]

SUN INSURANCE OFFICE, LONDON.
FOUNDED 1710.
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 16th May, 1892. [30]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.
SIEMSEN & CO.
Hongkong, 14th February, 1901.

AUTOMATIC MAUSER PISTOLS.
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. [176]

A ON & CO., PHOTOGRAPHERS AND PORTRAIT PAINTERS.
All kinds of Oil Paintings and Photographic Enlargements.
92A, TOP FLOOR, QUEEN'S ROAD CENTRAL. Opposite to Chas. J. Gump & Co.
Hongkong, 20th March, 1901. [79]

C. E. WARREN, BUILDING CONTRACTOR, NO. 3A, WINDHAM STREET.

SANITARY APPLIANCES SUPPLIED AND FIXED. Specially Designed TRAPS for Bathrooms and Verandahs in Stock. Agent for MOSAIC TILES. Prices on Application. [2489]

CARBOLINEUM-AVENARIUS. USED FOR OVER TWENTY YEARS.
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.
LUTGENS, EINSTAMANN & CO., Hongkong, 31st August, 1897.

APIOL & STEEL PILLS.
A Remedy for all Irregularities, Suppressed Menses, Pains, etc., etc., etc.
A. S. WATSON & CO., LTD., HONGKONG.
HARTIN, Chemist, SOUTHAMPTON, ENGLAND. [3130]

